

The China Mail

ESTABLISHED 1845

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HONGKONG, WEDNESDAY, APRIL 5, 1916.

辰丙大歲年五國民華中

PRICE, £3.00 Per Month

Orders for the "China Mail" may be sent to the following agents—
Canton, F. & C. Co.
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THORNES

No. 4
OLD VAT
SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS.
HONGKONG.
Tel. 616.



NOTICE.

ANY EUROPEAN, NON-ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

PEAK TRAMWAYS COMPANY LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m. 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 9.00 p.m. Every 10 minutes.
9.00 p.m. to 9.10 p.m. Every 10 minutes.

NIGHT CARS as per Week Days.
SUNDAY.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.
No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comprode order representing Bank Notes.
JOHN D. HUMPHREYS & SON
General Managers.

THE "CHINA MAIL"
NOTICE.

Communications relating to news should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with any communication addressed to the Editor, and must also forward a return address for the Editor's use in case of any communication being published.
All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.
Rate of subscription to "China Mail" is £3.00 per annum; per quarter and per month 10s. and 3s. 6d. respectively.

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon. Postage is charged at the rate of 4s. 6d. per month.

Orders for extra copies of the "China Mail" should be sent as soon as possible as the supply is limited. Cash 10s. 6d., Credit 10s. 6d., per copy.

Rate of subscription to the "Overland China Mail" is £12 per annum; postage £1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on pages 2, 3, 4, 5, 6, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent to the Office, not later than 1 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.
Telegraphic Address: "MAIL" Hongkong.
Code: A.B.O. 9th Edition.
Telephone No. 22.
The China Mail, Limited.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS

6,000 Tons, 8,000 Horse Power now Built.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destinations.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

WE HAVE RECEIVED NEW STOCKS OF

JEFFREY'S PILSENER BEER

(BREWED IN SCOTLAND).

A. S. WATSON & Co., Ltd.

WINE AND SPIRIT MERCHANTS.

HONGKONG.

Telephone No. 616.

LA "GIRALDA"

MANILA CIGARS.

Excelentes	in boxes of 25	\$4.50
Imperiales	" "	25 3.25
Especiales La Giralda	" "	25 3.00
Perfectos	" "	25 2.75
Perlas	" "	25 1.80
Estrellas	" "	50 4.50
Reina Victoria	" "	100 8.00

SOLE AGENTS:

HONGKONG CIGAR STORE.

"MUMEYA"

"While-you-wait" Photography.

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.

PRICE 2.00 per 3 pcs. on Post Cards.

No. 8, Queen's Road Central.
TEL: No. 254.

PATELL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches:—

SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.

China:—

HANKOW,
SHANGHAI,
CANTON

KING EDWARD HOTEL

Central Location.

ALL ELECTRIC TRAM PASS ENTRANCE.
A. Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System throughout.
Best of Food and Service.

Telephone 373.

TELEGRAPHIC ADDRESS.

"VICTORIA" J. WITHELL,
Manager.

SIEN TING.

Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE

Consultation.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FOUNDRY, MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

DRAIVING DOCK 127' x 88' x 34'

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN, AGENTS

Telegraphic Address: "TAIKOODOCK"

Telephone No. 212

VICTORIA THEATRE

WEDNESDAY, 5th APRIL, 1916.

The Original and Powerful Drama in 3 Reels

THE SPELL OF DARKNESS

Comedies:—

(By Request) Col. Hezza Liar

Bloomer and the Hobbler.

The Great Keystone Picture in 2 Reels

MABEL AT THE WHEEL.

FRIDAY, 7th. THE ARCH VILLAIN.

VICTORIA THEATRE.

WEDNESDAY, APRIL 5th.

THE MELBOURNE'S FAREWELL

SPECIAL PROGRAMME.

Booking at ANDERSON'S.

ABSOLUTELY THEIR LAST APPEARANCE IN HONGKONG.

"The night shall be filled with music."

The cares that infect the day

Will fold their tents like the Arabs

And a silently steal away."

SPECIAL CHILDREN'S MATINEE

at 5.15 p.m.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. B. TARRANT,

MANAGER.

PEAK HOTEL

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms. First-class Casino, Lounge, Smoking and Ladies' rooms, Roof Garden.

Terms:—From \$5 per day. Men.

Telegraph Add: "Peaks".

P. O. PRUSTEN,

Manager.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS!

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 5th APRIL.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'

10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

THURSDAY, 6th APRIL.

8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'

10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

Single Fare by Night Steamer \$ 6.00

Return Fare by Night (available also for Return by day Steamer) 11.00

Single Fare by Day Steamer 5.00

Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'TAI SHAN' Tons 2075 | S.S. 'SUI TAI' Tons 1851.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Week days at 11 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 1 P.M.

EXCURSION TO MACAO.

SUNDAY, 9th APRIL.

The Company's Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SULAN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD. AND THE INDIA-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. 'SALAM' 588 Tons, and S.S. 'NANTING' 488 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTIAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 6 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

"HOTEL MANSIONS" (First Floor),

Opposite the Bank of China.

ALEXANDRA CAFE.

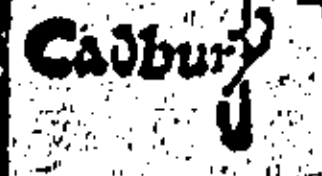
We serve the Best Tiffin or Dinner in Hongkong for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants, Sirloin of Beef, Saddle of Mutton &c. Pork Sausages (own make) Game Pies, Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE



"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavor, and is second to none in any respect whatsoever." Medical Magazine, March, 1912

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM "THE FACTORY IN A GARDEN" BOURNVILLE, ENG.

Hongkong, Dec. 17, 1908

INTIMATIONS

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the HONGKONG ROPE MANUFACTURING CO., LIMITED, will be held at the Company's Office, 43, Cross Street, Hongkong, on MONDAY, the 10th day of April, 1916, at 11.30 o'clock in the forenoon, for the purpose of considering and voting upon the following Resolutions:

1. That the Articles of Association of the Company be altered in the following manner:

(a) That after the word "Company" in the 18th line of Article 10, the following words shall be added:—

"The General Managers may also, with the consent of the Consulting Committee, pay such bonus or bonuses as the General Managers shall think fit."

(b) That the words "Bonus or Bonuses" shall be inserted immediately after the word "Dividend" in the 18th line of Article 10.

(c) That the words "and bonuses" shall be inserted immediately after the word "Dividend" in the first line of Article 11.

Dated this 27th day of March, 1916.

SHEWAN, TOMES & CO.,
General Managers.

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the COMPANY will be CLOSED on WEDNESDAY, the 5th April to MONDAY, the 10th April, 1916, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, March 27, 1916.

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the COMPANY will be CLOSED on WEDNESDAY, the 5th April to MONDAY, the 10th April, 1916, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, March 27, 1916.

GREEN ISLAND CEMENT COMPANY LIMITED.

THE 27th ORDINARY ANNUAL MEETING of Shareholders in the Company, ST. GEORGE'S BUILDING, CHATER ROAD, HONGKONG, on MONDAY, the 10th day of April, 1916, at 11.45 A.M. for the purpose of receiving a statement of account and the report of the Directors for the year ending 31st December, 1915, and declaring a dividend.

THE TRANSFER BOOKS of the Company will be CLOSED on SATURDAY, 1st April, to MONDAY, 10th April, 1916, both days inclusive.

By Order of the Board of Directors.

Hongkong, March 23, 1916.

HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

THE Company regrets that owing to the increased cost of materials, it is compelled to make the following alterations in its terms of business:

The price of gas for all purposes will be raised to \$2.50 per 1,000 cubic feet as from the 1st April.

The cost of meters, gas pipes and other cooking and heating apparatus will be continued, but the cost of labour and materials used in fixing these goods will be charged to consumers.

The labour and materials used in fixing lighting fittings will also be charged to the consumer.

GEORGE CURRY,
Local Secretary.

Hongkong, April 1, 1916.

5% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916.

For RMB. 2,000,000,000.

SUBSCRIPTION to the above LOAN will be opened from 28th March, till 15th May inclusive.

The price of issue is 95%.

The loan is entirely free of Income Tax and of other taxes.

The loan is repayable at par on 1st February, 1926, Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half yearly on the 1st February and 1st August, Russian style.

As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russian Asiatic Bank in Hongkong is ready to accept applications for the above named loan.

Special favourable rates will be quoted for Russian exchange.

Payment may also be made in Roubles. Application will be made to Petrograd free of telegraphic charges and commission, 40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the receipts.

G. TISDALL,
Manager.

Hongkong, March 30, 1916.

"A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of War Charities.

ON SALE AT—

Messrs. Wm. Powell, Ltd.,
Messrs. Wm. & Co., Ltd.,
Messrs. Kelly and Walsh, Ltd.,
Messrs. Whiteway,
Laidlaw & Co., Ltd.,
and The China Mail, Ltd.

Price 50 Cents.

INTIMATIONS

THE ROYAL HONGKONG GOLF CLUB.

HAPPY VALLEY.

A GOLF has been kindly presented by Mr. F. V. D. Punt for a Competition under the following Conditions:

The best score of 18 holes in three days, two cards of 18 and 1 hole or three cards of 9 holes, played under handicap during the month of April, any time during the day.

In the case of 9 hole cards half handicaps to be a 10, 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2570, 2575, 2580, 2585, 2590, 2595, 2600, 2605, 2610, 2615, 2620, 2625, 2630, 2635, 2640, 2645, 2650, 2655, 2660, 2665, 2670, 2675, 2680, 2685, 2690, 2695, 2700, 2705, 2710, 2715, 2720, 2725, 2730, 2735, 2740, 2745, 2750, 2755, 2760, 2765, 2770, 2775, 2780, 2785, 2790, 2795, 2800, 2805, 2810, 2815, 2820, 2825, 2830, 2835, 2840, 2845, 2850, 2855, 2860, 2865, 2870, 2875, 2880, 2885, 2890, 2895, 2900, 2905, 2910, 2915, 2920, 2925, 2930, 2935, 2940, 2945, 2950, 2955, 2960, 2965, 2970, 2975, 2980, 2985, 2990, 2995, 3000, 3005, 3010, 3015, 3020, 3025, 3030, 3035, 3040, 3045, 3050, 3055, 3060, 3065, 3070, 3075, 3080, 3085, 3090, 3095, 3100, 3105, 3110, 3115, 3120, 3125, 3130, 3135, 3140, 3145, 3150, 3155, 3160, 3165, 3170, 3175, 3180, 3185, 3190, 3195, 3200, 3205, 3210, 3215, 3220, 3225, 3230, 3235, 3240, 3245, 3250, 3255, 3260, 3265, 3270, 3275, 3280, 3285, 3290, 3295, 3300, 3305, 3310, 3315, 3320, 3325, 3330, 3335, 3340, 3345, 3350, 3355, 3360, 3365, 3370, 3375, 3380, 3385, 3390, 3395, 3400, 3405, 3410, 3415, 3420, 3425, 3430, 3435, 3440, 3445, 3450, 3455, 3460, 3465, 3470, 3475, 3480, 3485, 3490, 3495, 3500, 3505, 3510, 3515, 3520, 3525, 3530, 3535, 3540, 3545, 3550, 3555, 3560, 3565, 3570, 3575, 3580, 3585, 3590, 3595, 3600, 3605, 3610, 3615, 3620, 3625, 3630, 3635, 3640, 3645, 3650, 3655, 3660, 3665, 3670, 3675, 3680, 3685, 3690, 3695, 3700, 3705, 3710, 3715, 3720, 3725, 3730, 3735, 3740, 3745, 3750, 3755, 3760, 3765, 3770, 3775, 3780, 3785, 3790, 3795, 3800, 3805, 3810, 3815, 3820, 3825, 3830, 3835, 3840, 3845, 3850, 3855, 3860, 3865, 3870, 3875, 3880, 3885, 3890, 3895, 3900, 3905, 3910, 3915, 3920, 3925, 3930, 3935, 3940, 3945, 3950, 3955, 3960, 3965, 3970, 3975, 3980, 3985, 3990, 3995, 4000, 4005, 4010, 4015, 4020, 4025, 4030, 4035, 4040, 4045, 4050, 4055, 4060, 4065, 4070, 4075, 4080, 4085, 4090, 4095, 4100, 4105, 4110, 4115, 4120, 4125, 4130, 4135, 4140, 4145, 4150, 4155, 4160, 4165, 4170, 4175, 4180, 4185, 4190, 4195, 4200, 4205, 4210, 4215, 4220, 4225, 4230, 4235, 4240, 4245, 4250, 4255, 4260, 4265, 4270, 4275, 4280, 4285, 4290, 4295, 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THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail)

THE SHORTAGE OF TONNAGE.

AS ADMIRAL'S EXPLANATION.

London, April 4. Admiral Sir Cyprian Bridge emphasises that the shortage of tonnage experienced is not due to submarines, but is owing to the Naval and Military requirements. He says that during the war only 1 per cent. of the Allied shipping has been destroyed and that loss has been more than made up.

THE HOSPITAL SHIP OUTRAGE.

TURKISH COMMUNIQUE DESCRIBES THE SHIP AS A TRANSPORT.

Petrograd, April 4. Russia has protested to all the Neutral Powers in regard to the torpedoing of the hospital ship *Portugal*. Speeches burning with indignation have been made on the subject in the Duma and the Council of the Empire.

A Turkish communiqué claims that a Turkish submarine on March 31 sank a Russian transport of 12,000 tons with soldiers and war material north-east of Iceland.

This incident refers to the *Portugal*. It may be added, was not a steamer of 12,000 tons, but 5,335 tons gross. She belonged to the Messageries Maritimes Co. and was built in 1889.

THE METAL INDUSTRY.

IMPORTANT STATEMENT.

Melbourne, April 4. Mr. Mahon, the acting Federal Attorney-General, has stated that a combination [has been formed] of the Broken Hill Mines and the Associated Smelters for the smelting, refining and the realisation of all their concentrates for half a century. They had a capital of a million sterling and all dividends over 10 per cent. would be allocated to a reserve fund for various producing companies. If the Broken Hill Mines joined the combination, Mr. Hughes, in the forthcoming negotiations on the Australian metal industry, would be able to speak for a combination of companies which were probably producing 85 per cent. of the zinc of the Empire.

Mr. Mahon added that there is now every prospect of the metal industry being placed on such a footing that it will be free of any possibility of coming under German control in the future, as the problem of the output of the Broken Hill Mines is now settled for all time.

ARRIVAL OF INDIA'S NEW VICEROY.

Bombay, April 4. Lord Chelmsford, the new Viceroy of India, has arrived. His lordship was welcomed by rousing acclamations of multitudes. There was a most brilliant gathering. The Native Princes, the Governor of Bombay, Naval and Military Officers escorted by British Indian cavalry went in procession with great ceremonial to Government House where Lord Hardinge (the retiring Viceroy) received his successor.

HOLLAND'S PRECAUTIONS.

The Hague, April 4. Another extraordinary Cabinet Council was held this afternoon. The Austrian Minister has assured the Government that no Austrian submarine was in the neighbourhood when the *Tibantia* was sunk.

(Havas Service.)

RUSSIAN OPERATIONS.

ENEMY RETIRE TO SECOND LINE IN KOLHI REGION.

Petrograd, April 4. In the Kolhi region the enemy retired on the second line of trenches. We captured on the Middle Sargha 71 prisoners and numerous rifles.

SERIOUS FIRE AT A KENT POWDER FACTORY.

ABOUT 200 CASUALTIES.

London, April 4. The Ministry of Munitions reports that a serious accidental fire broke out during the week-end at a powder factory in Kent, leading to a series of explosions.

The casualties are approximately 200.

The fire was discovered at mid-day and the last explosion occurred shortly after two o'clock.

THE "AURORA."

SIR ERNEST SHACKLETON WILL WIN THROUGH.

Dunedin, April 4. Mr. Stenhouse, the Chief Engineer, was welcomed by the Harbour Board. In the course of a speech he said that he was fully confident that Sir Ernest Shackleton would win through, and he did not doubt that the leading party would manage to lay depots towards the Pole for Sir Ernest Shackleton to pick up, and possibly they would meet the explorer.

AMPLE PROVISION FOR LANDING PARTIES.

London, April 4. The *Daily Chronicle* publishes a long telegram from Mr. Stenhouse, sent from Dunedin, describing the experiences of the *Aurora*. He says that the ship reached Cape Crozier on January 9th, 1915, and proceeded westward to Cape Evans, where a large depot of benzine, kerosene and coal was established. Three depot-laying parties were dispatched into the interior, one of which, under Commander Mackintosh, with three men and nine dogs, had not returned to the ship. A party of four more, who had landed at Cape Evans on March 23rd, of the same year, for scientific work, had also remained behind. Mr. Stenhouse emphasises that there is ample provision for the needs of the landing parties and there is no fear of scarcity.

The *Aurora* observed a remarkable comet on May 2nd, 1915, over Mount Erebus. The length of the tail was ten degrees.

The *Aurora* was carried about in the drift, ice in a most precarious position to July 22nd when the terrific pressure raised the ship on to the ice. The previous day heavy flows had inclosed the ship. Her steel-bound six-ton rudder was bent and twisted like a corkscrew and was useless.

A dramatic passage in Mr. Stenhouse's diary is that under date "Midnight, July 22nd" chronicling the final safety of the ship. He says: "Lanes opened in every direction. The ship was 90 miles S.E. of Coulman Island. Thank God, we have been spared through a fearful nightmare."

The first thing the *Aurora's* crew asked for on arrival at Dunedin was an English breakfast of porridge, bacon and eggs, to which they had looked forward after a month of seal and penguin.

A NARROW CHANCE.

Wellington, April 4. The opinion is expressed that the *Aurora* was fortunate in being able to reach port. She was latterly making 7 1/2 ft. of water daily.

CLYDE STRIKE ENDED.

London, April 4. The Clyde strike is ended and work will be resumed to-morrow.

The B. & O. Homeward mail steamer *Medina* with the Hongkong Mail of the 24th February left London on Monday, the 3rd inst.

The P. & O. Outward mail steamer *Harvard* with the London Mail of the 24th ultimo, arrived at Port Said on Monday, the 3rd inst.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any irregular looseness of the bowels is noticed Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by all Chemists and Druggists.

LATEST EDITION.

STOP PRESS NEWS.

THE BUDGET.

THE WAR EXPENDITURE.

HEAVY INCREASE IN TAXATION. MANY NEW TAXES PROPOSED.

London, April 4. There was a full attendance in the House of Commons to hear the Budget statement.

Mr. McKenna began by assuming that the war would last the whole financial year.

The actual expenditure had been 1,550 millions sterling.

The total assistance to the Allies and the Dominions had been 346 millions.

The actual revenue was 337 millions.

The deficit of 1,222 millions had been made up of 600 millions War Loan; 154 millions by sale of Bonds; 50 millions by the Anglo-French Loan; and the balance by the sale of Treasury Bills.

INCREASED EXPENDITURE EXPECTED.

Expenditure must inevitably increase. He estimated the total expenditure for the year at 1,825 millions, of which 1,150 millions would be directly for the war, and advances to the Allies and the Dominions he put at 450 millions.

He hoped for serious economies in the Military Administration. The Chancellor expressed loyal gratitude for His Majesty's kindly gift and said the Government were awaiting the return of Mr. Asquith to decide the disposal of the gift.

Mr. McKenna estimated the revenue in the coming year at 502 millions.

THE NEW TAXATION.

He proposed to raise the lowest rate of the income tax to 2s. 3d. in the £, rising on earned incomes of £2,500 to 5s. Unearned incomes would reach the maximum to 5s. at £2,000, but the flat rate on unearned income deductible at the source would be 5s.

The income tax on Naval and Military salaries would remain unchanged.

These increases would produce 432 millions.

An amusement tax, including theatres, cinemas, horse-racing, and football, was estimated to produce five millions.

There would be a tax on railway tickets, producing three millions.

An additional half-penny in the £ on sugar, producing seven millions.

The duties on cocoa, coffee and chicory would be increased by 6d. in the £, producing two millions.

A tax on matches of 4d. per thousand, yielding two millions.

A tax on mineral waters of from 4d. to 8d. a gallon, yielding two millions.

Licensed gun motor-cars to be doubled or trebled, according to horse-power, yielding £800,000.

The Excess War Tax (i.e. on profits) to be increased to 60 per cent.

FURTHER TAXATION FORESEEN.

The taxes on tea and tobacco for the present would not be changed. A second Budget would be necessary in July when the question of further taxation of these commodities might arise.

LATEST NEWS FROM VERDUN.

FRENCH MAINTAIN UPPER HAND.

Paris, April 4.

The French are maintaining the upper hand at Verdun.

A communiqué reports a violent artillery duel from Avocourt to Malancourt.

The Germans in the Douaumont-Vaux region have not attempted a further attack, but our batteries, strengthened by our counter-attack, became particularly active against the enemy's positions here. The enemy's reply was feeble.

Eastward of Bois-le-Preux an enemy attack was repulsed by rifle fire.

Our batteries in Alsace bombarded convoys.

We continued to bombard enemy works in Argonne.

EARLIER TELEGRAMS.

THE VERDUN REGION.

SUCCESS AT VAUX.

Paris, April 3. A communiqué says:—The French are gaining the upper hand in the fighting in the Vaux region. The battle, which was continued at night-time, was favourable to us. We gained ground at Bois Caillotte. It is confirmed that the German attacks were on a front of three kilometres. They were made in successive waves, which were then followed by small assaulting columns. Our artillery and infantry caused the Germans heavy losses.

Our batteries in Lorraine caused fires in the enemy lines. The Germans tried to rush a position in the region of Blamont, but were repulsed by rifle fire. A German aeroplane was killed near Noyon, and the aviators were captured. A Zeppelin bombed Dunkirk, two civilians being killed and four wounded.

ENEMY LOSE HEAVILY.

Paris, April 4. Last night's communiqué states:—The Germans vigorously attacked the north bank of the Forges brook between Haucourt and Bethencourt, which had been previously evacuated by the French, who had taken up positions on the south bank. The Germans were surprised by a most violent fire from new positions and lost heavily. The French re-occupied the western part of the village of Vaux, after a violent engagement.

BRITISH FRONT.

CRATER TAKEN FROM THE GERMANS.

London, April 4. Last night's communiqué states:—Early in the morning we attacked a crater at St. Eloi which the Germans had held since March 30th. We captured the crater and established our lines beyond. We also took 84 prisoners, including four officers.

The artillery have been mutually active about this neighbourhood. One of our aviators yesterday shot down a German machine in the neighbourhood of Lens. Another attacked and drove off five machines after a close combat with two.

ANOTHER ZEPPELIN RAID ON GREAT BRITAIN.

SIX AIRSHIPS TAKE PART.

London, April 3. The War Office announces that six Zeppelins visited Britain last night. Three raided the south-east of Scotland, one the north-east of England, and two raided the eastern counties.

The airships cruised over Scotland from nine in the evening until one o'clock in the morning. They had no special locality of attack. They dropped 35 explosive and 17 incendiary bombs, damaging some hotels and houses. Seven men and three children were killed, and eleven wounded, including four children.

Twenty-two explosive and 15 incendiary bombs were dropped along the north-east coast. The Zeppelins over the eastern counties cruised about from ten o'clock till one. Both were engaged by anti-aircraft guns and machines and were thus prevented from selecting any definite locality as their objective. Thirty-three explosive and 65 incendiary bombs were dropped.

So far as is ascertainable there were no casualties in England.

ZEPPELIN REPRISALS.

Paris, April 4. As a reprisal for the Zeppelin bombardment of Dunkirk, Allied aircraft dropped 83 heavy bombs on four German frontier cantonnements. A squadron also bombed Conflans.

There have been many air-fights at Verdun. Four Germans were brought down, while others either took flight or were forced to descend.

WEST RIVER COLLISION.

CLAIM FOR \$100,000 DAMAGES.

The case was opened in the Admiralty Court to-day before the Chief Justice Sir Wm. Rees Davies, K.C., sitting with Comdr. Rockwith, R.N., as Assessor, of a case in which the Shui Hing Steamship Company Ltd., owners of the "Shui On," claimed from the Standard Oil Company \$100,000 damages and costs as a result of a collision in the West River on January 16, 1915.

Mr. E. H. Sharp, K.C., appeared for the claimants and defendants, who filed a counter-claim for damages, were represented by Mr. Eldon Potter and Mr. F. C. Jenkin.

The case for the claimants is that the Standard Oil Company's lighter had gone aground and that she was not carrying proper lights.

The hearing was adjourned.

A PARENTS DUTY.

YOUR boy is always getting scratched, rubbed or burned. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better and blood poisoning is too dangerous to ignore. For sale by all Chemists and Druggists.

PRESENTATION TO SURGEON-GENERAL HOSKYN.

There was an interesting meeting at Government House yesterday when a silver rose-bowl and an illuminated address were presented to Surgeon-General Hoskyn by the ladies whom he has during the last eighteen months examined in Home Nursing or First Aid examinations held under the auspices of the St. John Ambulance Association.

Mr. RALEIGH, Hon. Secretary to the Association, first asked Lady May to distribute a number of Home Nursing Certificates recently awarded, and when this had been done, called upon Lady May to make the presentation to General Hoskyn. In the course of his remarks Mr. RALEIGH referred to the very valuable services rendered to the Association by Dr. Hoskyn, who had examined no less than 147 candidates, and of these 138 had been awarded Certificates after an examination conducted with the thoroughness which was typical of Dr. Hoskyn.

Lady MAY then made the presentation after reading the address, which was contained within handsome covers, the work of the Italian Convent.

Dr. Hoskyn expressed his thanks to Lady May and those present for the kind expressions of their good will, and said that when he considered the heavy labours of other members of his profession at the present time he had often felt that he was not taking his due share in the great work to be done. He had accordingly been only too glad to give his assistance in furthering the work of the St. John Ambulance Association by examining the ladies who had spent a great deal of time, in studying First Aid and Home Nursing. He referred to the fact that he now had a family interest in the Colony and so looked forward to returning on a visit after the war.

THE SITUATION AT SWATOW.

In a breezy letter received to-day a correspondent in Swatow says:—

"Well! Swatow has been in a perfect turmoil and the Chinese in a terrible state of alarm, fearing an attack on the town, as it was said that troops were coming up from Canton to take the place. As usual, nothing has happened, but of course it may still happen. One never can tell; at present Canton is too busy to spare soldiers, being also in a state of turmoil and unrest. The American gun-boat *Wilmington* is here still waiting in case of need. They telegraphed from Amoy for her but she told them to telegraph elsewhere and is keeping the *Wilmington* here in case of need in the sweet bye-and-bye. Most of the head Chinese officials bolted at the first word of trouble; the Chinese gun-boat lying in the harbour also went off. They are truly a hopeless race. There will probably be a general scrimmage all over China before the people are satisfied; the question is, do they know what they do want? Can any one fathom them? The specimens of soldiers here are very weedy and their officers don't seem to have much control. Well, we shall have to wait and see what happens, but I don't think there will be any fighting. Let's hope not anyway. The town could easily be blown up in a few minutes; I should think from the harbour. They began to open the shops again yesterday; for a few days they were all shut and barricaded, so they must think there is safety for the time being."

SERVES THE WHOLE FAMILY.

THE fame of Chamberlain's Cough Remedy is world wide. It is good for the deep seated cough of the adult or the group and whooping cough of the children. The same bottle serves the whole family. For sale by all Chemists and Druggists.

To-day's Advertisements.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

MIXED HANDICAP DOUBLES:—Mr. and Mrs. NISBET v. Mr. HANCOCK and Mrs. MOXON on THURSDAY, 8th April, at 4.45 P.M. on the Central Stand Court. Entry 20 cents Members, 30 cents Non-members.

Hongkong, April 5, 1916. 506

WANTED.

WANTED: Immediately competent EUROPEAN first class ship STEWARD, for Pacific Run, good references required as to character and experience in catering.

Apply personally to JAYA-CHINA-JAPAN LINE, York Building, Hongkong, April 5, 1916. 504

NOTICE.

DURING Mr. LAURENCE'S absence Mr. F. W. S. EVANS will be in charge of the Hongkong Branch of our Business.

GALDERICK, MACGREGOR & Co. Hongkong, April 5, 1916. 501

(Continued on page 8)

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Is made from the finest selected Barley and malted with the greatest care on the Company's own premises.

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Price per 1 lb. Jar . . . \$1.00

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Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

For	STEAMERS	To Sail On	REMARKS
LONDON & BOMBAY via	MAITA	7th April	Connecting at
SPAIN, PANAMA, CRO.	Capt. C. O. Talbot	7th April	C'bo with Mail
Port Said & MARSEILLES			a.s. Khiva.
SHANGHAI, MOJI, KOBÉ	NAMUR	13th April	Direct
and YOKOHAMA	Capt. A. Collyer		Service
LONDON & BOMBAY via	NAGAYA	21st April	Connecting at
SPAIN, PANAMA, CRO.	Capt. A. D. Garwood	21st April	C'bo with Mail
Port Said & MARSEILLES			a.s. Mootum.
SHANGHAI, MOJI, KOBÉ	NANKIN	23rd April	Direct
and YOKOHAMA	Capt. G. Mainly		Service

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOONS, and FREIGHTS, apply to
P. & O. S. N. Co.'s Office,
R. V. D. FARR,
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REGULAR SERVICE PROPOSED SAILINGS FROM HONGKONG.

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THE AMERICAN LINE TO TACOMA AND SEATTLE
In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA AND TACOMA via
MANILA, NAGASAKI, KOBÉ, YOKKAICHI AND YOKOHAMA.

S.S. "HAWAII MARU" Capt. Saito Monday, 10th April, at 5 p.m.
These Newly-Built Steamers of American Line have half speed and are fitted with the Wireless Apparatus. Best adapted routes for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG and COLOMBO.
S.S. "JAVA MARU" Capt. D. Fuchigami Thursday, 20th April, at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.
S.S. "DAIGI MARU" Capt. T. Konishi Sunday, 9th April, at Noon.
S.S. "KAJO MARU" Capt. Murakami

For ANPING and TAKAO via SWATOW and AMOY.
S.S. "SOSHU MARU" Capt. A. Kobayashi Wednesday, 12th April, at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO
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MAIL

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	3rd April	7th April, at 4 p.m.
EASTERN	12th May	25th April, at 11 a.m.
ST. ALBANS		3rd June, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

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Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

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S.S. BORNEO MARU, For Moji, Kobe & Yokohama 7th April
S.S. HORUTO MARU, For Moji, Kobe & Yokohama 25th April

For Freight & Passage apply to
DODWELL & CO., LTD., Agents

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS TO SAIL

TO	STEAMERS	TO SAIL
BANGKOK	Saima	April 6, Daylight
TIENSTEIN	Hutchow	April 7, at Noon
SHANGHAI	Lochow	April 9, Daylight
MANILA, CEBU & ILOILO	Taming	April 11, at 4 p.m.
SHANGHAI	Yingchow	April 11, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly
S.S. "LINTAN" and S.S. "SANUL"

EX-MANILA LINE. Twin Screw Steamers "Orinokua," "Taming," & "Tea" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tea."

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S.S. "Anhui," "Chenan," "Lochow," "Yingchow," "Shantung" and "Sinkiang" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR STEAMERS TO SAIL

TO	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	LOKSANG	THURSDAY, April 6, at 8 a.m.
SHANGHAI	CHOYSANG	SATURDAY, April 8, Daylight
MANILA	LOONGSANG	SATURDAY, April 8, at 3 p.m.
WEIHAWEI via TIENSTEIN	CHIPSING	SUNDAY, April 9, Daylight
MANILA	YUENSANG	SATURDAY, April 15, at 3 p.m.

RETURN TOURS TO JAPAN.
The steamers Kiang, Namang, Lochow & Fookang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yaching, Namang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, Dairen, Wailai.

Taking Cargo on through Bills of Lading to Kinkai, Lahad Dairi, Simpona, Tawao, Usulau, Jemelon and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
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BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

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R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

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SUBJECT TO CHANGE WITHOUT NOTICE

KOMEWATSU

TRANS-PACIFIC SERVICE

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

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BRITISH INDIA S. N. CO. LTD.

APCAR LINE.
REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.
S.S. JAPAN, 6,013 tons, Capt. C. P. Seddon, will be despatched for SHANGHAI, KOBÉ and MOJI on the 6th April.

WESTWARD.
The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry fully qualified crews.

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DAVID BARBOON & CO. LTD.,
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HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First-Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

HAITAN Capt. J. S. Thomson TUESDAY, 11th April at 2 p.m.

SWATOW.
HAITAN Capt. J. S. Thomson FRIDAY, 7th April at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blaise Pier).
For Freight and Passage apply to—
DOUGLAS LAPRAIK & Co.,
General Managers.

SWATOW.

HAITAN Capt. J. S. Thomson FRIDAY, 7th April at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blaise Pier).
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TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer Tons & Speed. Leave Hongkong.

Steamer	Tons	Speed	Leave Hongkong
CHIYO MARU	22,000-21 knots	Postponed indefinitely.	
PERIA MARU	9,000-13 knots	Fri., 31st April at 10.30 a.m.	
TENYO MARU	22,000-21 knots	Sat., 6th May at Noon.	
SEIYO MARU	14,000-14 knots	Thurs., 11th May at Noon.	
NIIPPO MARU	11,000-11 knots	Tues., 16th May at 10.30 a.m.	
SHIYO MARU	21,000-21 knots	Wed., 31st May at Noon.	
DAIREN MARU	8,000-14 knots		
KWANTO MARU			

Proceeding to South American Ports. Via MANILA, Omitting Shanghai.

First Class to London £71-10. Return (6 months) £130.
" " " New York £80. " " £26-10.
" " " San Francisco £45. " " £28.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc. ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

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SOUTH AMERICA LINE.
For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.

Steamer	Tons	Speed	Sailing
SHIYO MARU	14,000-14 knots	Thursday, 11th May at Noon.	

For full particulars as to Passage and Freight apply to
K. DOI, Acting Agent,
KING'S BUILDING (Opposite Blaise Pier).
Telephone 551.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Displacement	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN and TENERIFE	SKITANO MARU, Capt. Ope, Tons 15,000	15,000	THURSDAY, 6th April, at Noon.
	FUSHIMI MARU, Capt. Izawa, Tons 21,000	21,000	THURSDAY, 20th April, at Noon.
VICTORIA, B.O. & SEAT, via SHANGHAI, MOJI, KOBÉ, YOKKAICHI & YOKOHAMA	SAWA MARU, Capt. Inatsu, Tons 12,500	12,500	TUESDAY, 18th April, at Noon.
	SHIHO MARU, Capt. Takeda, Tons 9,500	9,500	FRIDAY, 14th April, at 4 p.m.
	SAKI MARU, Capt. Yoshikawa, Tons 12,500	12,500	TUESDAY, 18th May, at 11 a.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KIRIN MARU, Capt. Sasaki, Tons 8,000	8,000	WEDNESDAY, 13th April, at Noon.
MOJI & KOBÉ			
CALCUTTA via SINGAPORE, PENANG & RANGOON			
BOMBAY via SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU, Capt. Kobayashi, Tons 8,000	8,000	MONDAY, 10th April, at Noon.
NAGASAKI, KOBÉ & YOKOHAMA	SAKI MARU, Capt. Yoshikawa, Tons 12,500	12,500	FRIDAY, 14th April, at 10 a.m.
SHANGHAI, KOBÉ & YOKOHAMA			
KOBÉ & YOKOHAMA			

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 550.
" 2nd Single " 400.	" 2nd Single " 350.
" 3rd Single " 300.	" 3rd Single " 250.
To London, Southampton, Liverpool via New York 250. 13s.	To Yokohama, Seattle, 1st Single " 230.
To Yokohama, Seattle, 1st Return " 425.	To Yokohama, Seattle, 2nd Single " 215.
To Yokohama, Seattle, 2nd Return " 410.	To Yokohama, Seattle, 3rd Single " 200.
To Yokohama, Seattle, 3rd Return " 395.	To Yokohama, Seattle, 4th Single " 185.
To Yokohama, Seattle, 4th Return " 380.	To Yokohama, Seattle, 5th Single " 170.
To Yokohama, Seattle, 5th Return " 365.	To Yokohama, Seattle, 6th Single " 155.
To Yokohama, Seattle, 6th Return " 350.	To Yokohama, Seattle, 7th Single " 140.
To Yokohama, Seattle, 7th Return " 335.	To Yokohama, Seattle, 8th Single " 125.
To Yokohama, Seattle, 8th Return " 320.	To Yokohama, Seattle, 9th Single " 110.
To Yokohama, Seattle, 9th Return " 305.	To Yokohama, Seattle, 10th Single " 95.
To Yokohama, Seattle, 10th Return " 290.	To Yokohama, Seattle, 11th Single " 80.
To Yokohama, Seattle, 11th Return " 275.	To Yokohama, Seattle, 12th Single " 65.
To Yokohama, Seattle, 12th Return " 260.	To Yokohama, Seattle, 13th Single " 50.
To Yokohama, Seattle, 13th Return " 245.	To Yokohama, Seattle, 14th Single " 35.
To Yokohama, Seattle, 14th Return " 230.	To Yokohama, Seattle, 15th Single " 20.
To Yokohama, Seattle, 15th Return " 215.	To Yokohama, Seattle, 16th Single " 5.
To Yokohama, Seattle, 16th Return " 200.	To Yokohama, Seattle, 17th Single " 0.
To Yokohama, Seattle, 17th Return " 185.	To Yokohama, Seattle, 18th Single " 0.
To Yokohama, Seattle, 18th Return " 170.	To Yokohama, Seattle, 19th Single " 0.
To Yokohama, Seattle, 19th Return " 155.	To Yokohama, Seattle, 20th Single " 0.
To Yokohama, Seattle, 20th Return " 140.	To Yokohama, Seattle, 21st Single " 0.
To Yokohama, Seattle, 21st Return " 125.	To Yokohama, Seattle, 22nd Single " 0.
To Yokohama, Seattle, 22nd Return " 110.	To Yokohama, Seattle, 23rd Single " 0.
To Yokohama, Seattle, 23rd Return " 95.	To Yokohama, Seattle, 24th Single " 0.
To Yokohama, Seattle, 24th Return " 80.	To Yokohama, Seattle, 25th Single " 0.
To Yokohama, Seattle, 25th Return " 65.	To Yokohama, Seattle, 26th Single " 0.
To Yokohama, Seattle, 26th Return " 50.	To Yokohama, Seattle, 27th Single " 0.
To Yokohama, Seattle, 27th Return " 35.	To Yokohama, Seattle, 28th Single " 0.
To Yokohama, Seattle, 28th Return " 20.	To Yokohama, Seattle, 29th Single " 0.
To Yokohama, Seattle, 29th Return " 5.	To Yokohama, Seattle, 30th Single " 0.

Round-the-World Yen 1,040.
KOBU MOTO, Manager.
Telephone No. 36.

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F. & O. S. N. Co.

STEAM FOR
STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDUEB,
RANKAN, PORTS, AND
LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COCHIN, KERALA, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship MALTA, Captain C. C. Talbot, a.s. carrying His Majesty's Mail will be despatched from this port on or about FRIDAY, the 7th April. Call, taking passengers and cargo for the above ports in connection with the Company's Steamship service from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, and Tea and Cargo for Italy, France, and London (transit arrangements) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other cargo for London etc. will be conveyed via Bombay per a.s. Malindi due in London about 22nd May, 1916.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
R. V. D. FARR,
Acting Superintendent,
Hongkong, March 25th 1916.

FOR SAN FRANCISCO.

THE FIVE NEW AMERICAN S.S. "FLORIDIAN"

Will be despatched about 30th May, taking cargo for SAN FRANCISCO and for Overland Points in the United States.

For freight and further particulars apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, March 24, 1916.

FOR SAN FRANCISCO.

THE FIVE NEW AMERICAN S.S. "FLORIDIAN"

Will be despatched about 30th May, taking cargo for SAN FRANCISCO and for Overland Points in the United States.

For freight and further particulars apply to
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For freight and further particulars apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, March 24, 1916.

FOR SAN FRANCISCO.

WEDNESDAY, APRIL 5, 1916.

Hughes and Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.
General Auctioneers
AND
Share, Coal and
General Brokers.
PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.
Codes used
A.B.C. 4th & 5th EDITIONS.
AL. TELEGRAPHIC CODES.
Telegraphic Address
MEIRION HONGKONG.

PUBLIC AUCTION.
THE Underigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on
THURSDAY,
the 8th April, 1916, at
11 a.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.
Two Electric Ceiling Fans in good
condition.
One 3-light Electric Fan, Fittings, etc.
Tea and Coffee Set with Spare
Kettles.
One Set of Saddlery complete practically
new.
One Saloon Riddle.
Two Field Service Tents.
A quantity of Tinned Provisions
including Italian Sauces, Artichokes,
Mushrooms, Lemonade Fruit Powder,
etc., etc.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 31, 1916.

PUBLIC AUCTION.
THE Underigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on
THURSDAY,
the 8th April, 1916, commencing
at 11 a.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.
**VALUABLE HOUSEHOLD
FURNITURE**
Removed from "Ridge House,"
Broadwood Road, for Convenience
of Sale.
Comprising:
Teakwood Dinner Wagon, Chesterfield
Sofa, Blackwood Cabinets, Teakwood
Cabinets, Glassware, Dinner Service,
Cutlery and E.P. Ware, Cushions, Carpets
and Rugs, Large Wardrobe with Bevelled
Mirrors, Double Brass Bed, etc., etc., etc.
Also
16-inch Electric Fan, Copper Boiler and
2 Mountain Chairs.
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 25, 1916.

PUBLIC AUCTION.
THE Underigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on
SATURDAY,
the 8th April, 1916, commencing
at 10.45 a.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.
An Assortment of
HOUSEHOLD FURNITURE
Comprising:
Sideboard, Dinner Wagon, Dining
Tables and Chairs, Chesterfield Sofa,
Arm-chairs, etc., Wardrobes and Toilet
Tables, Double and Single Beds, and
Bureau-mounted Bedstead, etc., Miscel-
laneous Furniture, several lots of Black-
wood Ware, 2 Carpets, 3 Pianos, a few
lots of kitchen Closets, Porcelains,
etc., etc.
(Full Particulars from Catalogue.)
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 3, 1916.

FRENCH LESSONS.
G. MOUSSON.
15, Morrison Hill Road.
ALEXANDRA CAFE.
10, Upper Street, near the
Police Station, Hongkong.

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EVERY BUG**
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COLUMBIA
Double-Disc
RECORDS
\$1.50.
Fit your Machine.

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MUSIC CO., LTD.**

WHO'S WHO IN JAPAN
Edited and Published by S. KURIYAMA.
The first (1913) edition is already issued.
BIOGRAPHIES of over 5,000 people
who are well-known in society and of
several hundred foreigners associated with
Japan appear in the book. Quite new
materials and accurate sketches, both being
utterly free from prejudice.
Many portraits are inserted. The book
contains over 1,400 pages.
The price is yen 6 (12/-) or \$2 per copy.
Orders for the book should be accompanied
by payment.
Subscribers for the second annual edition
of "Who's Who in Japan" will be allowed
a reduction of one yen.
The registered postage is 18 sen, to Korea
and China 40 sen and to Europe & America
70 sen or 35 cents.
It is a Good Advertising Medium.
Many influential papers of the world
noticed this work in the highest terms.
For example, The Daily Mail says:
"Yet another 'Who's Who' and this
time from Japan! The reader is apt to
first regard it as a curiosity, as a sign
that the East has now become Western
and is about to take its place in the world.
But 'Who's Who in Japan' is far more than
a curiosity; it is a very sound and useful
reference book. It is printed in English
and contains brief biographies of the
accepted model of prominent men in Japan.
Mr. Kuriyama is a skilful editor and has done
his work well."
Who's Who in Japan Publishing Office,
No. 5, 1-chome, Uchisaiyacho,
Kojimachi-Tokyo.

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**SIR ROBERT HART'S LAND
TAX MEMORANDUM** (6
children) ... 50
WARNING BOOKS (for young
children) ... 35

**A GREAT FEAT.
HOW ERZERUM WAS TAKEN.
DAY AND NIGHT FIGHTING.**

The fortress of Erzerum lies in a valley surrounded by mountains, the height of which reaches often 10,000 feet above sea level. The ridges of the mountains are very steep and the contour of the country is higher in the north, falling to the south and west. All the mountains at this time of the year are covered with snow, which is in places about 10 feet deep.

Under these conditions it goes without saying that the attack could only be carried out along the roads, or mountain passes. These naturally were strongly fortified. Of main roads there are practically only two, one leading through Hazankala to the Russian fortress Kars, which formed a natural base for the Russian operations and from which all stores and munitions had to be transported, and the other, also passing through Hazankala to the north, leading through Karsa Bazar to the Russian fortified position in the Southern Caucasus, Olti.

FORTIFIED APPROACHES.

Along these roads the main forts were situated. The road to Olti attracted the special attention of the German engineers. Five forts were constructed there, defending the approaches from this side to Erzerum and the slopes of Dumlupinar, near which the road to Trebizond passes to the north-west.

To the east of Hazankala, at the junction of the road leading to Kars and Kars Kalisi, a very strongly fortified position was held by an entire Turkish army corps near the town of Kopri-Kel.

Two other corps, defended the position near Dumlupinar and generally to the north of Erzerum, while one army corps was situated in the road from Khinis to Erzerum.

Such were the conditions which the Russians had to face in order to capture the fortress. The forts were armed with heavy artillery, some of the guns manipulated by electricity under the supervision of German engineers. It was added that the temperature all the time the attack lasted was never less than 30 degrees of frost, then the picture will be complete.

As is well known, the Russians began their attack by taking the positions at Kopri-Kel. From this time onwards the real siege of Erzerum began.

HOW THE RUSSIANS ATTACKED.

The Russians divided their forces into three columns, one steadily advancing from the east to Hazankala, which lies twenty-five miles from Erzerum; another making a dash for Kars; and a third, making a dash for Kars, and another making a dash for Kars.

This column had a most important task to perform in diverting the attention of the Turkish forces situated between Kopri-Kel and Hazankala, and making a demonstration strong enough to persuade the Turkish commander of the fortress that the chief stroke against Erzerum would be delivered from the south.

In the meantime, a third Russian column slowly advanced from Dumlupinar, and it was due to the courage and pluck of this column that Erzerum was taken with relatively small losses. This column had to advance almost without roads, sinking in snow very often to the waist, sleeping in snow holes, and to do this for five consecutive days and nights, under the continual fire of the Turks, who were finally driven away to the west.

A LAST COLUMN.

The Russian centre, at Hazankala, leisurely mounted heavy guns and kept all central forts busy. The left wing of the Russian army operating on the road to Khinis succeeded in advancing as far as about twenty miles from Erzerum.

Under these conditions it is easily understood that the Turks could not pay much attention to the Russian column advancing from the north. Here the Siberian regiments, reinforced with Turkish battalions, succeeded in making their way towards the Dumlupinar Heights.

For a day or two this column was quite lost sight of and reinforcements had been ordered from Olti. Heavy blizzards and snowdrifts at the same time seemed to give the idea that any advance on this side was well-nigh impossible. The snowdrifts are the pestilence of the region wherein whole caravans disappear for ever. Could anyone expect that from out of these snowdrifts would suddenly appear Siberian sharpshooters protected by artillery?

THE WINNING CHARGE.

But this actually happened, and thus once having asserted themselves on the higher ridges of the mountains and transported their artillery to the summit, the rest was comparatively easy. Under the protection of artillery fire the regiment, which had not rested for at least twenty-four hours, made a dash to the fortress and more or less easily overcame the resistance of the amazed garrison, especially as the defence works here were not very strong.

In the meantime, the artillery, advancing from Hazankala, with the co-operation of the artillery established on the Dumlupinar Heights, silenced the Turkish forts one by one; these were then taken by the infantry.

The centre could now advance towards Erzerum without any great hindrance, and while the Siberian regiments who fought their way from the north enjoyed a well-deserved rest, these could be sent in pursuit of the enemy. The Turks at this moment are in full retreat, and it is very probable that they can save themselves from a complete rout.

To the west of Erzerum there are slopes no roads, the best going to

THE BRITISH RACE AFTER THE WAR.

Major Leonard Darwin's statement at a meeting of the Statistical Society recently, that the Napoleonic wars were said to have diminished the stature of the French nation, and that war unquestionably kills off the better type, is not universally accepted.

Professor Arthur Keith, the famous Conservator of the Museum and Hunterian Professor of the Royal College of Surgeons, when interviewed on the subject at the Royal College of Surgeons by a representative of the "Pall Mall Gazette" said he was not aware of the existence of any statistics which went to show that the stature of the French nation diminished after the Napoleonic wars.

"It is," he said, "a very important question how far the physical and mental condition of the nation will be affected by the war. I do not believe there is any basis for the inferences which were drawn from the Napoleonic wars."

The question is, "Are we losing our best men?" There is no doubt we are losing our bravest men. The men of the highest physical courage, of the highest patriotism, have volunteered, but have these men left children behind? If they have, and of course, we know they have, then the nation cannot be affected as a whole.

"It should be remembered," our males up to the age of eighteen remain untouched, and that part of the population cannot be injured. What, however, must be the condition of Germany? If I look round I see twenty-five families within my own knowledge who have been hit, but if a German professor looks round he will be able to count ten times as many."

"No, I do not think that if this war lasts over five years the nation will be permanently affected at all."

There is another point to consider. The men who are most eminently fitted for our modern civilisation—for our industrial civilisation—are not the bravest men of the nation at all. The extremely brave man is of no use in business whatever he is in industrial life. It is nonsense to talk about war being the cause of the catastrophe of eliminating the best men.

Warfare goes in the industrial world, but the warfare of the industrial world is waged by competition, not bravery. In the one case it is physical courage, bravery, that counts; in the other versatility and brains.

MORE DARWINIAN.

"We have always lost a percentage of the bravest of our men, for the brave man goes to the Colours, where there is greater scope for his physical courage. In times of war it is bad that we should have lost so many of our bravest men, because the very men whom we encourage in times of peace, and whom we regard most highly as citizens, are useless for war purposes. The whole outlook is being changed by the war."

"We are certainly becoming more Darwinian. There is going to be extraordinary rivalry and competition among the nations, just as there is rivalry in killing each other to-day."

Professor Keith spoke hopefully of the effect of the war on the nation, both from a physical and mental point of view, but deplored the absence of reliable statistics with regard to the wars of the past.

"Pall Mall Gazette."

MILITARY SERVICE IN CEYLON.

Brigadier-General Hackett-Thompson, in addressing the C.P.L.C. in camp at Diyatalawa, has uttered a piece of advice which says the "Times of Ceylon" must not be ignored. Alluding to compulsion and voluntary methods of service, our correspondent tells us that, he "strongly recommended that the Planners' Association, in connection with employers, should draw up a scheme for the necessary protection of the estates and the island in general, including the training of every man who can possibly be spared, with a view to sending home all the Imperial troops should the necessity occur, and, if possible, to having a contingent effectively trained and prepared to be sent anywhere if called on by the authorities, after, of course, providing for the proper defence of the island." It is advice that amounts to a warning. In Singapore, where greater publicity has been given to this question than in Ceylon, it has been frankly recognised that the time is approaching when every regular soldier or highly trained man who can possibly be spared will be required elsewhere and local defence will have to be entrusted to local men. This necessity will apply to Ceylon equally with Singapore, and it is of the utmost importance that the contingency should not only be recognised but should be prepared for by the men who will have to supply the required service. It should not be necessary, we think, to impress on those concerned that it will be infinitely better for them to go to the governing and military authorities with a scheme of their own construction than to wait and have forced upon them a scheme devised by minds not trained to appreciate mercantile and industrial adjustments and requirements. We would suggest that to begin with the Planners' Association and the Chamber of Commerce acting in unison, approach the military authorities with a view to finding out (1) how many men will be required for military purposes and (2) what the military liabilities will amount to. With this information at their disposal they could devise a scheme of obtaining the men required. This, we think, will entail some measure of compulsion. There are bound to be men who shirk and men who slack, and if military service is to be equitably and fairly borne it must be distributed by a levy upon the whole of the suitable men. It would seem then that all able-bodied Europeans of military age should become liable to military service, but the extent of their employment for this purpose should, in operation, be graduated so that commerce and industry shall be able to "carry on." In Singapore a fairly workable formula has been put forward. It is suggested that in every firm 50 per cent. of the suitable employees should become liable to simultaneous military mobilization with, of course, the right to claim exemption where a staff already depleted by many of its members having gone on war service is confined to experts, whose absence would cause serious injustice to the business. Generally speaking, a firm of ten European employees would be called upon to have five only liable to military mobilization at the same time. This, we believe, would provide a sufficient number for all ordinary requirements. It must be admitted, of course, that extraordinary potentialities will also have to be prepared for. This could easily be arranged. Every able-bodied man of military age, it must be remembered, would be trained to arms, but only a percentage would ordinarily be mobilized at one time. The experience gained in connection with the Colombo Town Guard will have shown, we think, that quite a useful amount of military experience may be gained by men who can still be allowed to carry on their civil occupations. All men of age their civil occupations. All men of age their civil occupations. All men of age their civil occupations.

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Time was when disease was thought to be due to the direct influence of evil spirits, and exorcisms and magic were invoked to cast it out. Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations or biliousness with its aridness is the result.

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 DEPARTMENT.**

THE DIARY.

MEMO. FOR TO-MORROW.

11 a.m.—Auction of Household Furniture, etc. at Messrs. Hughes and Hough's.

General Memoranda.

FRIDAY, April 7.—
 5.30 p.m.—St. Stephen's College Sports at Happy Valley.

SATURDAY, April 8.—
 King of Boku's Birthday (1876).
 10.45 a.m.—Auction of Household Furniture, etc. at Messrs. Hughes and Hough's.
 Entries close for Hongkong Tennis League.

SAT. & SUN., April 9.—
 Mixed Footrace Competition at Deep Water Bay.

SUNDAY, April 9.—
 9 a.m.—Excursion to Macao by S.S. "Taishan".

MONDAY, April 10.—
 11.30 a.m.—H.K. Rope Co's. Extraordinary Meeting.
 11.45 a.m.—Green Island Cement Co's. Meeting.

WEDNESDAY, April 12.—
 8.30 p.m.—Social Outing in the Lecture Hall, Union Church.

THURSDAY, April 13.—
 5.15 p.m.—Children's Theatrical Performance at Mt. Austin Theatre.

SATURDAY, April 15.—
 2.15 p.m.—First Gymkhana of the Season.
 8.15 p.m.—Children's Theatrical Performance at Mt. Austin Theatre.

VISITING CARDS

PRINTED AT

China Mail Office.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Two baby tigers will be sold by auction at Messrs. Hughes and Hough's sales rooms next Tuesday.

Mr. J. F. Olsen, Commissioner of Customs, has been appointed to Hankow, to succeed Mr. F. A. Cail.

Mr. Edward Howell, of the Chinese Customs Service, has been transferred from Peking to Shanghai.

Lieut. Walter Hagen (of Tientsin, formerly of Hongkong), has been promoted to be a captain in the 12th East Surrey, which battalion is still training in England; his elder brother, Lieut. E. C. Hagen, is now in France with the ammunition column of the R.F.A.

The Cotton Growers Association of the United States has petitioned Congress to obtain the Philippine Islands.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
 Tang Tai Chi \$100
 Yick Loong 40
 J. D. Humphreys & Son 25
 Moxon & Taylor 25
 General Electric Co. of China 10
 Donnelly & Whyte 10
 Hughes & Hough 10
 E. D. Selva & Co. 10
 Siemens China Electric Co. 10
 Robert Butler Co. 10
 S. M. Morris & Co. 10
 M. S. Suen 10
 Hon. W. Chatham C.M.G. 10
 T. A. Loughlin 10
 N. Mody & Co. 10
 Kelly & Walsh 10
 W. J. Fringle 10

"HONGKONG" BEDS IN NETLEY HOSPITAL.

The proceeds of the Variety Entertainment held at the Victoria Theatre on the 30th ultimo, arranged by the local branch of the Overseas Club amounted to about \$550 (including a donation of \$50 from H.E. The Governor); this, together with funds already collected by some of the members, will be sufficient to support two "Hongkong" Beds for one year. The sum of £104 has been cabled to the Headquarters of the Overseas Club in London. A Balance Sheet will be issued to all members who have kindly assisted in collecting funds.

The Committee tender their sincere thanks to Mr. T. Melbourne & Co., The Management of the Victoria Theatre, The Hongkong Police Reserve Band, Mr. Pradon, The Anderson Piano Co., Misses Flint & Montague, Misses Masebeck & Flint, The Harbour Master, The Superintendent of the Police, and all who assisted by selling tickets.

THE "CHIYO-MARU."

As there is now no wireless operator on the "Chiyo-maru" and those who left for the scene of the wreck this morning had not returned at time of going to press, we have been unable to obtain further news to that which we published last night concerning the fate of the wrecked steamer. On enquiry at the Toyo Kisen Kaisha, we learnt that the vessel, which yesterday had split in two between Nos. 2 and 3 holds, was this morning afloat by the stern. No news had reached the office at 4 p.m. that after half had sunk in deep water; but it was believed that it was quite possible that by now, this vessel has happened.

It is stated that the vessel was insured for £750,000.

A notification to passengers regarding their luggage appears in our advertisement columns.

Mr. Moe Cheong, the well-known photographer, has taken some capital photographs of the stranded steamer.

CLOSING SHARE QUOTATIONS.

4 p.m.
 Banks 172 s.
 Douglas 172 s.
 Sigs 127 s.
 H.K. Docks 124 s.
 Indos (def.) 120 s.
 Indos (pref.) 51 s.

RUBBER DIVIDENDS.

A London wire dated March 25th says:—
 Final dividends are announced as follows:—
 Komok 10 per cent. Gula Kalampong 8 1/2.
 Damansara 22 1/2, and Kpong 45. North Hummock pays an interim dividend of 10 per cent.

TENNIS TOURNAMENT.

Mr. and Mrs. Nibet will meet Mr. Hancock and Mrs. Moxon in the Mixed Handicap Doubles to-morrow at 4.45 p.m.

THE FORTY YEAR TEST.

An article must have exceptional merit to survive for a period of forty years. Chamberlain's Cough Remedy was first offered to the public in 1873. From a small beginning it has grown to a world wide reputation. You will find nothing better for a cough or cold. Try it and you will understand why it is a favorite remedy for a cough. Chamberlain's Cough Remedy not only cures a cold, but also a whooping cough and a croup. For sale by all Chemists and Druggists.

AN ENGINEER'S CERTIFICATE.

IMPORTANT REHEARING AT MARINE COURT.

ILLEGALITY OR HARDSHIP?

There was an interesting argument at the Marine Court to-day when a Special Court sat to rehear the charge of misconduct against the Chief Engineer of the s.s. "Wallower," Warren Smith. The previous Court ordered the engineer's certificate to be suspended for a period of six months.

The Court to-day was composed as under:—Mr. F. Hazeland (sitting as magistrate), President; Commander Gibson, L. Com. R. McMurray, R.N.R., Commander Davidson and Mr. F. J. W. James, marine engineer, Messrs Butterfield and Swire.

Mr. H. W. Looker, of the firm of Messrs Doan, Looker, Deacon and Harston, appeared in support of the re-hearing, and the Hon. Mr. H. E. Pollock K.C. instructed by Mr. A. M. Preston of Messrs Johnson, Stokes and Master's office, defended, on behalf of Smith and the Institute of Engineers.

Mr. Looker said that the Court had been appointed by H. E. the Governor to rehear certain charges of gross misconduct against the Chief Engineer of the s.s. "Wallower," Warren Smith. The original investigation took place—

At this point Mr. Pollock interposed saying he had a preliminary objection to make. He was informed that there were members of the Court sitting who were not on the previous Court—two members of the five were on the previous Court. The point to which he wanted to draw the President's attention was that the previous Court had come to a certain decision of fact upon the evidence before the Court and that Court had full jurisdiction and competence upon that decision of fact to pass sentence. Counsel referred the President to the Merchant Shipping Act of 1893. The proceedings were under section 19, sub-section 8 which referred to the question of dealing with the certificate of an officer for gross misconduct, drunkenness or tyranny. Sub-section 11 laid down that the certificate shall not be cancelled or suspended by the Court unless a copy of the report or statement had been served on him previously to the investigation.

Answering, the President said the report was not served before the previous hearing. "The Court shall also exercise the power to discharge any man or engineer or seaman from the ship for proved charges. There could be no question as to the jurisdiction of the original Court to enquire into the question and to pass sentence but they had not the power to pass a sentence cancelling the certificate by reason of the provisions of sub-section 11. The President: I don't quite follow you."

Mr. Pollock said he was dealing with the jurisdiction of the previous Court and he contended that the previous Court had full jurisdiction and competence to pass sentence but had not power and jurisdiction to do what it purported to do by cancelling the certificate and the reason why the Court had no power was because under sub-section 11 it was provided that a certificate shall not be cancelled or suspended unless a copy of the report and statement of the case have been furnished before the investigation of the enquiry to the holder of the certificate. That was not done.

The point he was making, counsel went on to say, was that there was an actual finding by the previous Court on fact with reference to the conduct of the Chief Engineer and on that finding a certain sentence could have been passed. The court which was present to-day was composed of two gentlemen who had already pronounced judgment on the facts against the accused and who could perfectly well have passed a sentence on the accused; but they passed another sentence. Counsel submitted that there should be a decision on the facts but that it was not likely that the case would be re-heard by the same Court.

The President said he re-heard cases everyday as a Magistrate.

Mr. Pollock—Yes, upon fresh evidence. "No, No," said the President, "not upon fresh evidence."

Mr. Pollock—Well on entirely fresh argument. If you had come to a decision on the facts of the case I think it would be extremely unlikely for the case to be re-heard. Of course a technical point might arise but I think it is extremely unlikely that your Worship would have to re-hear a case on fact.

Mr. Pollock went on to refer to the composition of the last Court which expressed a finding adverse to the accused. Dealing with the point that the sentence passed was passed by a Court that had not the lower Counsel said the letter written to defendant was to the effect that H. E. the Governor had ordered a re-hearing of the case as in his opinion there might have been a miscarriage of justice. The order was re-hearing to prevent a miscarriage of justice. That re-hearing could not possibly take place and Counsel submitted it was clear that the only form of re-hearing which could take place was a re-hearing under the same conditions as the original hearing. The President: What do you mean by conditions?

The Hon. Mr. Pollock said he meant literally what he said. That was to say that they could not have a re-hearing only for the purpose of preventing a miscarriage of justice; they could not put the accused in a worse position than he was at the original hearing and as the original hearing had been on given no statement of any charges, and therefore at the original hearing it was absolutely impossible and incompetent for the Court to pass a sentence cancelling his certificate. That was what he meant by the conditions of a re-hearing. They could not rehear and place the accused in a less favourable position than he was at the original hearing. That would be an extraordinary way of doing away with the so-called miscarriage of justice. In support of his contention that it was illegal, Counsel said accused had no notice served upon him and so they were now saying: "We are going to serve you with a notice which you did not have at the original hearing, so that we may put you in your proper position."

The President.—If the notice had been served at the original hearing would that have been sufficient?

Counsel said he did not know that he would like to make a definite statement on that point because some question might turn on it. It was obviously an injustice to try and put the man in a worse position by serving him with a notice. There was power to rehear part of the case by the Court of first instance; the rehearing, which is contemplated must obviously be under the same conditions as the ordinary hearing. If the document were to be let in that would be an absolute and palpable injustice and as he had submitted before, that would not be a rehearing of the case "either generally or in part." That would be to make out an entirely fresh case against the accused, and it would be an attempt to sentence him to some punishment to which he was not subjected at the original hearing. It was not proper that there should be the same members of the Court. Counsel further contended that it was a considerable hardship on that man to have the case reheard on such terms.

Mr. Looker said he was not very clear on Mr. Pollock's argument. He had complained of a hardship because two members of that Court were members of the other Court. That may or may not be so, but it did not affect the validity of the investigation. Mr. Pollock's objection seemed to have witted down to a hardship but he (Mr. Looker) did not see how that affected the present proceedings. As to it being a hardship the ordinance expressly provided for a re-hearing and the greater hardship attached to the members of the Court who sat before—far from being a hardship he thought it was mitigated considerably. He did not see how Mr. Pollock had any serious legal objection. It was an entirely new Court, under a new warrant ordered by the Governor. Mr. Pollock might address the Court in his concluding speech on the hardship inflicted upon the accused, and the Court could, if it thought fit, take it into consideration. Regarding the serving of the copy of the report or statement, Mr. Looker said it had been referred to in various ways. If the proceedings were instituted (and which had been held over) had gone on, he had every confidence that the Court would have found that the ordinary provisions of the section had been complied with. Accused knew perfectly well before he came into Court what the report contained. The whole of the facts were read over to him by the Captain and he admitted them to the Captain in the presence of the Chief Officer and the supernumerary. The rehearing asked for was a rehearing *de novo* in every sense of the word.

Mr. Pollock denied this. There was nothing more Gilbertian than such a procedure. The accused had had his certificate suspended for six months and it was running on now. Was the Court to believe that was an absolute myth? Were they to imagine the Court sat and said that it was a fabrication that the Court came to a decision? Were they labouring under a delusion that the engineer's certificate had not been suspended? Were there fears of it all being a myth and delusion? Were they to say that nothing had happened, that no investigation had been commenced and that at the present moment that the man's certificate had not been suspended? He wanted his position made absolutely clear. They said it was not a rehearing *de novo*. It must be a rehearing of the ordinary matter and under the same conditions; they could not consider any fresh charges.

The President thought the point might be considered at that moment but after further argument it was decided to adjourn a decision on the matter until after the hearing of the case.

Mr. Looker then went on to deal with the facts; how that the Chief Engineer Warren Smith had been guilty of gross misconduct. On February 1st last the ship was moored up the Saigon river. The boat had three British engineers and a Chinese engineer and the three British engineers were ashore. Captain B. W. S. Pritchard wrote a letter in which he said he was more than surprised that three engineers of the same steamer should all be ashore at the same time, particularly when working cargo in three holds. The letter went on: "I wish you to understand that I will not allow this to be done and in future one British engineer must be on board when there is steam in the boilers."

Accused on his return went to the Captain's room and banged the letter on the table and said the fourth engineer was quite good enough to be in the engine room at such a time. The Captain repeated it would not have to be done again and it was alleged accused said to the captain, "Do your damnedest." The chief engineer also said that the captain had no control over him and that he could do his damnedest. This was entered in the log and afterwards when read over to the accused in the presence of the chief officer and a supernumerary he admitted all except any reference to "damnedest." The captain gave the accused orders that he was not to leave the engine-room denuded entirely of all the European engineers on February 8. The day before the ship arrived in Hongkong the captain said to the engineers that they were not to leave the ship without first obtaining the consent of the Chief Officer. Immediately on the ship's arrival the chief engineer went of shore without asking permission.

Mr. Looker said that Capt. Pritchard had informed him that the universal practice was that when an engineer wanted to go on shore, he went to the Captain or Chief Officer and said what he proposed to do. The captain did not think it was proper in the interests of the owners to leave the engine-room solely to a Chinese engineer. It would be a serious thing for ships if engineers did that.

The evidence was then taken and subsequently the case was adjourned.

HONGKONG CHURCH MISSIONARY ASSOCIATION.

The annual meeting of this Association was held yesterday at St. Paul's College under the presidency of the Bishop of Victoria and was well attended, among those present being H.E. the Governor, the Hon. Mr. Claud Severn, the Hon. Sir Paul Chater, C.M.G., Archdeacon Barnett, &c.

The Secretary (the Rev. W. T. Featherstone) in presenting a statement of accounts said the year 1915 had been a record year, for they had received during the twelve months \$700 more than in any other year; the receipts being \$1,133.68. He would say, however, that he did not think there was cause for a great amount of congratulation. From the congregations of three churches subscribing to the Association they had 52 members only, and when the three churches were compared with churches at home it would be found that they had certainly not given very much. During the next year they were looking forward to an increase in the number of subscribers and an increase in the sum given.

The Chairman, in moving the adoption of the report and accounts, referred to the loss the Association had sustained by the departure of Major Wernham from the Colony. Their thanks were largely due to him for the fact that more money had been raised than in any previous year. The Bishop dwelt upon the importance of work in the mission field and referred with particular satisfaction to the work of the Chinese Church. His Lordship mentioned that help was badly needed for a native Anglican Church in Canton. A prominent site had been secured, and the next thing was to build the Church. The Roman Catholics had a beautiful Cathedral there, which was an object lesson to all Canton, and other denominations also had suitable places. The cost of erecting the Church would probably amount to \$12,000 and the Chinese themselves had already subscribed \$6,000. It would be a great thing if we could provide the other half of the required amount.

A most interesting address was delivered by the Rev. C. H. Baxter, Bishop of the Philippine Islands, on mission work in his diocese, and in a few general observations at the close emphasized that missionary work was the Church's salvation.

H. E. THE GOVERNOR in cordial terms proposed a vote of thanks to Bishop Brent for his most interesting address. In the course of his remarks he said: "The Bishop's description of the kind of work he has to do reminds me of islands further south, the administration of which I had for too short a time, and where often I wish I was back again, the islands of the western Pacific—the Solomon Islands particularly, where there are thousands of men, fine men, absolute savages, who would gladly cut anybody's head off especially a white man's head if he ventured beyond the fringe of the beach which is made a neutral zone for trading purposes. I wish that if there are any missionaries about who do not care about mission work in China, that they should try their hands at some of these Islands, down in the Pacific. There is any amount of work to be done down there." Knowing what the South Sea Islanders were, he hoped that Bishop Brent would take a little more care of himself down among the Solons. Otherwise his useful work might be brought to an abrupt termination. All sanges were very treacherous. He was sure they all wished the Bishop the greatest success in his work.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP—APRIL 2ND AND 3RD.

Play for the Captain's Cup last Sunday and Monday resulted as follows:—
 Mr. E. Gollard 90-10=77
 Mr. A. B. Baworth 75-12=80
 Mr. A. B. Stewart 80-14=84
 Mr. G. T. Hall 88-11=87
 Mr. E. Campbell 104-16=98
 Mr. C. B. Johnson 75-10=80

EXPORTERS AND DEALERS. SUBSCRIPTION INCREASED.

An extraordinary general meeting of the members of the Association of Exporters and Dealers of Hongkong was held yesterday afternoon in the Chamber of Commerce room at the new Government building. Present:—Messrs T. W. Hill (Bradley and Co., Ltd.), in the chair, M. Fernandes (Hongkong Mercantile Co.), G. Miskin (Gilman and Co.), F. van Andel (Holland China Trading Co.), W. A. Hannibal (W. A. Hannibal and Co.), E. A. Beaumont (Jardine, Matheson and Co.), D. K. Moss (Alex. Ross and Co.), W. M. Humphreys (W. M. Humphreys and Co.), On Kany Wa (Yung On Lee), S. Pinna (Harry Wicking and Co.), J. A. Higginbotham (J. D. Hatchell and Co.), U. Ramjahn (U. Ramjahn and Co.), T. G. Weall (Dodwell and Co. Ltd.), B. Tennant (W. Loxley and Co.) and E. A. M. Williams (Secretary).

The Chairman moved the following resolution:—

That clause 3 of the Rules and Regulations of the Association of Exporters and Dealers of Hongkong be altered as from January 1st 1916 to read:—

"All Mercantile Firms, and persons engaged or interested in the Export and Chinese Produce trade of Hongkong or China either as Exporter or Dealer shall be eligible for admission as members in the manner hereafter described and on payment of \$40.00 for the current year of their election and a like annual subscription thereafter, payable on 1st January in each year."

In moving the resolution the Chairman said that the original subscription was \$25; but in order to meet the Association's current expenses last year it had been necessary to make a levy of \$20. The increase now proposed would bring the amount of the subscription to \$40, which would be \$5 less than the subscription of last year. The President had said at the annual meeting that the decrease of membership was in part due to the elimination of German members, and in part to the failure, much to their regret, to obtain proportionate representation of Chinese export firms in the Association. The Association had done good work, as the reports from time to time had shown, and it was especially worthy of support at the present time, when they were doing their best as exporters to get hold of the trade which was formerly largely in the hands of German firms. He hoped that all would support the resolution.

PUPILS' PIANOFORTE RECITAL.

The pupils of Professor E. Dannenberg gave a pianoforte recital at the City Hall last evening before a large and very appreciative audience. The programme was one of twenty six numbers. The high standard of musical talent revealed by the pupils was very gratifying to the audience and their playing as a whole was distinctly creditable to their Professor. In addition to Professor Dannenberg's pupils, Mrs. F. Hyndman, Mr. E. G. Aquino and Professor Gonzalez kindly assisted. The full programme was as follows:—

PART I.
 1.—Gavotte Handel.
 Miss EDWINA MAYER.
 2.—Serenade Italiana Victor Staub.
 Miss HELEN FARR.
 3.—Ethere Poem Grieg.
 Miss MAY CREW.
 4.—Ingrid's Complaint Grieg.
 Miss ALBA BARRA.
 5.—Norwegian Dances (Duo) Grieg.
 Master WILLIAM MACR and Prof. E. DANNENBERG.
 6.—(a) Prelude in G minor Beethoven.
 (b) Concert Study in F Sharp major Macdowell.
 Miss SOPHIA SIMAS.
 7.—Song— "Mon coeur s'ouvre a ta voix" Saint-Saens.
 (Canton et Doulah)
 Mrs F. HYNDMAN.
 8.—Variations on a theme of Beethoven for 2 Pianos Saint-Saens.
 Mrs F. X. V. HYNDMAN and Prof. E. DANNENBERG.

9.—(a) "To a Wild Rose" Macdowell.
 (b) Night Song Grieg.
 Miss ELNA ALVER.
 10.—The Swallows Grieg.
 Miss MAY FINCHAM.
 11.—Rondo for 2 Pianos Chopin.
 Miss MAY WOO and Prof. E. DANNENBERG.
 12.—The Flatterer Chopin.
 Miss BETTA D'AMAZA and CHENG.
 13.—Song— "El Segreto" Loh.
 Mr. E. G. AQUINO.

PART II.
 1.—Nocturne in C minor Chopin.
 Miss BERTY MOW FONG.
 2.—Hungarian Fantasy Liszt.
 Miss ELFINA CHENG.
 (The Orchestra part played on a second Piano by
 Prof. E. DANNENBERG).
 3.—Violin Solo— "Tandere" Ditta.
 Prof. F. GONZALEZ.
 4.—Allargo Appassionato Saint-Saens.
 Prof. E. DANNENBERG.
 5.—(a) The dashing rider, (b) The
 alling little brother Grieg.
 Miss GLADYS BROCK.
 6.—Casse-Noisette (Duo) Tchaikovsky.
 Miss CONNIE MARTIN and Prof. E. DANNENBERG.
 7.—Bacchante "Tales of Hoffman" Offenbach.
 Miss LIZZY MA.
 8.—Song without Words Mendelssohn.
 Miss MAY MA.
 9.—La Morana Chaminade.
 Miss MARY MCKAY.
 10.—Ballet— "Tales of Hoffman" Chopin.
 Miss MAY MA.
 11.—Rhapsody in G minor Brahms.
 Miss YVONNE ROCH.
 12.—Consolation Liszt.
 Miss DOMITILLA COLLAPO.
 13.—Song— "Yo lo sepa" Mendelssohn.
 (Orchestra and Piano)
 Miss F. HYNDMAN.

